U S DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE

TRANMITTAL LETTER TO THE UNITED STATES DESIGNATED/ELECTED OFFICE (DO/EO/US) CONCERNING A FILING UNDER 35 U.S.C. 371

ATTORNEY'S DOCKET NUMBER: ALVAREZ 1

U S APPLICATION NO (If known,see 37 CFR 1 5): 09/743854

INTERNATIONAL APPLICATION NO.	INTERNATIONAL FILING DATE	PRIORITY CLAIMED
PCT/ES00/00152	26 April 2000	17 May 1999

TITLE OF INVENTION: AUTOMOBILE LIFTING JACK

APPLICANT(S) FOR DO/EO/US: **Rafael ORONOZ ALVAREZ**

Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:

1. [X] This is a **FIRST** submission of items concerning a filing under 35 U.S.C. 371.
2. [ ] This is a **SECOND** or **SUBSEQUENT** submission of items concerning a filing under 35 U.S.C. 371.
3. [X] This is an express request to begin national examination procedures (35 U.S.C. 371(f)) at any time rather than delay examination until the expiration of the applicable time limit set in 35 U.S.C. 371(b) and PCT Articles 22 and 39(1).
4. [ ] The US has been elected in a Demand by the expiration of 19 months from the priority date (PCT Article 31).
5. [X] A copy of the International Application as filed (35 U.S.C. 371(c)(2))
   a. [ ] is attached hereto (required only if not transmitted by the International Bureau).
   b. [X] has been communicated by the International Bureau.
   c. [ ] is not required, as the application was filed in the United States Receiving Office (RO/US).
6. [X] An English language translation of the International Application as filed (35 U.S.C. 371(c)(2)).
7. [X] Amendments to the claims of the International Application under PCT Article 19 (35 U S.C. 371(c)(3))
   a. [ ] are transmitted herewith (required only if not transmitted by the International Bureau).
   b. [ ] have been communicated by the International Bureau.
   c. [ ] have not been made; however, the time limit for making such amendments has NOT expired
   d. [X] have not been made and will not be made.
8. [ ] An English language translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371(c)(3)).
9. [ ] An oath or declaration of the inventor(s) (35 U.S.C. 371(c)(4)).
10. [ ] An English language translation of the annexes to the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371(c)(5)).

Items 11. to 16. below concern document(s) or information included:

11. [X] An Information Disclosure Statement under 37 CFR 1.97 and 1.98.
12. [ ] An Assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.
13. [ ] A FIRST preliminary amendment.
    [ ] A SECOND or SUBSEQUENT preliminary amendment.
14. [ ] A substitute specification.
15. [ ] A change of power of attorney and/or address letter.
16. [X] Other items or information:
    [X] Courtesy copy of the first page of the International Publication (WO 00/69772).
    [X] Formal drawings, 4 sheets, Figures 1-9.

U.S. APPLICATION NO (If known, see 37 CFR 1 5)	International Application No	Attorney's Docket No
09/743854	PCT/ES00/00152	ALVAREZ 1

17. [xx] The following fees are submitted:

BASIC NATIONAL FEE (37 CFR 1.492 (a)(1) –(5):

Neither international preliminary examination fee (37 CFR 1.482) nor international search fee (37 CFR 1.445(a)(2)) paid to USPTO and International Search Report not prepared by the EPO or JPO.....**$1000.00**

International preliminary examination fee (37 CFR 1.482) not paid to USPTO but International Search Report prepared by the EPO or JPO.....**$860.00**

International preliminary examination fee (37 CFR 1.482) not paid to USPTO but international search fee (37 CFR 1.445(a)(2)) paid to USPTO.....**$710.00**

International preliminary examination fee paid to USPTO (37 CFR 1.482) but all claims did not satisfy provisions of PCT Article 33(1)-(4). **$690.00**

International preliminary examination fee paid to USPTO (37 CFR 1.482) and all claims satisfied provisions of PCT Article 33(1)-(4)..... .....**$100.00**

CALCULATIONS PTO USE ONLY		
ENTER APPROPRIATE BASIC FEE AMOUNT =	$1,000.00	
Surcharge of **$130.00** for furnishing the oath or declaration later than [X] 20 [ ] 30 months from the earliest claimed priority date (37 CFR 1.492(e)).	$ 130.00	

Claims as Originally Presented	Number Filed	Number Extra	Rate		
Total Claims	6 - 20		X $18.00	$	
Independent Claims	1 - 3		X $80.00	$	
Multiple Dependent Claims (if applicable)			+$270.00	$	
TOTAL OF ABOVE CALCULATIONS =				$1,130.00	
Claims After Post Filing Prel. Amend	Number Filed	Number Extra	Rate		
Total Claims	- 20		X $18.00	$	
Independent Claims	- 3		X $78.00	$	
TOTAL OF ABOVE CALCULATIONS =				$1,130.00	
Reduction of ½ for filing by small entity, if applicable. Applicant claims small entity status. See 37 CFR 1.27.				$	
SUBTOTAL =				$1,130.00	
Processing fee of **$130.00** for furnishing the English translation later than [ ] 20 [ ] 30 months from the earliest claimed priority date (37 CFR 1.492(f)).				$	
TOTAL NATIONAL FEE =				$1,130.00	
Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28, 3.31). **$40.00** per property +				$	
TOTAL FEES ENCLOSED =				$1,130.00	
			Amount to be: refunded	$	
			charged	$	

a. [ ] A check in the amount of $_____ to cover the above fees is enclosed.

b. [X] Credit Card Payment Form (PTO-2038), authorizing payment in the amount of $1,130.00, is attached.

c. [ ] Please charge my Deposit Account No **02-4035** in the amount of $_____ to cover the above fees. A duplicate copy of this sheet is enclosed.

d. [**XX**] The Commissioner is hereby authorized to charge any additional fees which may be required, or credit any overpayment to Deposit Account No. **02-4035**. A duplicate copy of this sheet is enclosed.

NOTE: Where an appropriate time limit under 37 CFR 1.494 or 1.495 has not been met, a petition to revive (37 CFR 1.137(a) or (b)) must be filed and granted to restore the application to pending status.

SEND ALL CORRESPONDENCE TO:

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Date of this submission: **January 17, 2001**

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DESCRIPTION

This invention relates to a jack for raising vehicles, of the type commonly known as "Y" jacks, consisting of a support leg, that at its lower end is finished in a foot that rests on the ground and a vehicle support arm to bear the weight, finishing in a vehicle support plate that receives the underside of the bodywork of the vehicle to be raised. This vehicle support arm swivels or pivots on the support leg, and the arm and leg are connected by means of a screw threaded spindle operated by a winding handle, so that the vehicle support plate is raised or lowered with the vehicle support arm by the spindle being turned in one direction or the other.

In vehicle jacks of this type, there are often problems as regards the initial positioning of the jack under the vehicle, as this positioning is not always carried out suitably by users.

Another problem that frequently arises is caused buy the fact that on starting to raise the vehicle, misalignment takes place in the load line, which might not be vertical above the support foot, which might lead to movement or even slipping of the jack.

This second disadvantage which takes place in jacks is usually the one that causes most problems during the use of these units.

In order to correct these disadvantages, several solutions have been proposed, for instance the one shown by DE.A.2625085, in which a bar runs through the interior of the support leg operated by the rotating end of the vehicle support arm by means of a notch on the edge of the latter, so that the end of the bar acts secured to a shaft that moves in a cut-out hole in a foot that finishes off the end or foot of the support leg, thus making it turn.

In another variant of this same reference, the operation of the bar is carried out by means of the turning of the nut through which the screw spindle passes at the upper end of the support leg, so that the end of the bar protrudes through the foot of the said leg and is supported on the ground through an opening in this foot.

The disadvantages of this jack with auxiliary support lies basically in the lack of reliability of the engagement of the bar in both of its versions, either though the end of the vehicle support arm or through the nut. In addition to this, it also happens that the auxiliary support has a considerable unloaded movement at the beginning of the jack raising operation.

Another jack is known though DE.AS.2621425, which is provided with an auxiliary support that uses a gear or cog wheel mechanism composed of a cam fixed to the vehicle support arm and by an edge or rim foreseen on the auxiliary support.

The reliability of this jack is low, as unwanted tolerances and considerable noise are produced, and moreover it is not free of load at the start of the jack raising operation.

Also known is the solution described by EP.A.0097558, in which a system of rods connected to a spring that is arranged on the pivoting point of the support leg and of the vehicle support arm acts on the external base of the support leg and the ground. The portion that rests on the ground protrudes to the exterior by way of a rectangular assembly.

Although this jack maintains auxiliary support with the ground in a permanent manner, it has the disadvantages of nor being very sturdy and of counting on an auxiliary support which is external in relation to the jack and which rests on the ground a certain distance from the foot on the support leg.

Also known, through EP.A.0396233, is a jack provided with an auxiliary support consisting of an auxiliary arm that turns on a parallel axis close to the pivoting point of the support leg and the vehicle support arm. The support has one bent or elbow-shaped end and its other end is equipped with two lugs. One of these lugs has teeth that engage with other teeth in one of the edges of the vehicle support arm.

Therefore, when the vehicle support arm turns, operated by the screw

spindle, engagement takes place between the vehicle support arm and the auxiliary support, causing the latter to become supported on the ground.

This jack has the disadvantage that the auxiliary support is outside the body of the jack and is away from the position of the foot on the support leg. Moreover, there is the risk that during the course of the tilting of the vehicle support arm towards its highest position, disengagement might take place between the auxiliary support and the vehicle support arm.

Also known, through EP.A.0688736 is a jack provided with an auxiliary support that also uses a gearing engagement between the vehicle support arm and an internal part that runs through the support leg, which for this purpose is provided with gear teeth at its upper end. The auxiliary support runs thorough the internal base of the support leg supported by this base, with the elbow-shaped end of the auxiliary support being perpendicular to the ground.

Although this jack improves the technical characteristics of the auxiliary support, it raises the problems that considerable friction is created between the auxiliary support and the support leg, it is rather heavy and it requires the toothed areas to be made both on the vehicle support arm and on the auxiliary support, which increases the cost of the jack.

One object of the invention is to provide a vehicle jack provided with an auxiliary support that has an extremely simple mechanism and is free of technical complexities, while ensuring its safe operation at all times.

Another object of the invention is a vehicle jack that provides an auxiliary support which is effective both at the start of the jack raising operation, when unloaded, and when the jack receives the load of the vehicle, while maintaining verticality between the foot of the support leg and the vehicle support plate on the vehicle support arm.

Another object of the invention is to provide a vehicle jack with an auxiliary support which is simple to manufacture, has a low cost and is totally protected inside the jack assembly.

In order to achieve these objectives the vehicle jack in the invention claims the provision of a bar, by way of a rod, which connects and clamps onto the end of the vehicle support arm received in the support leg, more specifically in the base of the said vehicle support arm, which has a U-shaped cross section, common to all jacks of this type.

The bar in question runs freely throughout the interior of the support leg until close to its lower end area, where the base of the support leg undergoes a change of direction in a quasi triangular position, on which a support foot is situated that turns on a shaft, parallel to the pivoting point of the vehicle support arm and the support leg, with this shaft being fitted between the wings or sides of the U-shaped section of the already mentioned support leg.

Precisely in the proximity of this change of angle in the base of the support leg, a protruding tongue with a hole in it is made in this base, using the material of the base itself, through which the bar in question passes towards the end base portion, which acts as a guide for the bar itself.

Starting from the position of the said tongue, the end base portion of the support leg undergoes an elevation with a central gap, from which a leg, also with a hole in it, protrudes downwards.

The bar is straight until its end at the side of the end base portion on the support leg, where it has a bend and then continues in another shorter section which is also straight in general, but provided with an upward elevation by way of a wave in the proximity of its free end, with the end of this elbow-shaped elevation being finished off by a small upwardly raised section, in a relative position in which, when this smaller section is horizontal, the said end is in an upward direction.

The wave-like elevation on the shorter section of the bar moves in the gap in the elevation on the base of the support leg and goes through the downwardly protruding leg with the hole in it.

When the jack is in the folded position, the longer section of the bar passes through the holed tongue in the end of the base of the support leg and passes through the gap made in this base in order to produce the said tongue. It is precisely in this position that the bar undergoes the previously mentioned bend, running below the elevation in it and essentially parallel to this elevation.

The foot of the jack that finishes off the support leg is of a conventional U-shaped cross section and its sides or wings are connected to the sides of the said leg by a transversal shaft with a characteristic base.

The lower side of the base of this foot is equipped with the classic teeth to facilitate its grip on the ground and it has a cavity in which the end of the leg that comes from the base of the support leg is housed, in addition to its own leg, which is slightly raised, and other conventional reinforcements.

With the jack in its folded position and the foot assembled on the support leg, between the elevation in the base at the end of the leg and the bottom of the foot, a substantial horizontal gap is formed when it is supported on the ground, and the shorter section of the support bar moves in this gap at the beginning of the jack raising operation.

When the raising of the jack begins, due to the winding handle being turned, the turning of the screw spindle in the nut causes the raising of the support leg and the pivoting of the vehicle support arm that supports the load (underside of the vehicle) on the vehicle support plate.

The upward pivoting of the vehicle support arm, with the longer end of the bar fixed to its base, acts against the bar by displacing it towards the end of the base of the support leg, so that the elbow-shaped end of the shorter section of this bar acts on the upward leg on the bottom of the foot of the jack by pressing against it. As a result of this pressure, the foot tends to be turned on its axis, which causes the controlled tilting of the said foot and its being supported on the ground.

In this way, the said supporting of the foot on the ground is achieved

and, in addition, it prevents the load from being incorrectly supported on raising the vehicle, so that the jack and consequently the vehicle do not slip because the vertical line of the load does not pass through the support foot.

Obviously, the contact between the elbow-shaped end of the bar and the upward protruding leg from the bottom of the foot is carried out from the position vertical to the pivoting point of the said foot and towards the support leg, so that the contact of the foot with the ground is effective and the verticality of the load in relation to the foot is maintained at all times.

The bar that gives rise to the putting into practice of this invention moves at all times in a horizontal position between the forward base of the support leg and the bottom of the foot, remaining perfectly protected from any negative external influence.

All the details of this invention are shown in greater detail on the accompanying sheets of drawings, in which a preferred solution is illustrated, without any kind of restricting nature.

- Figure 1 represents a Y jack of the type described, in which the invention is applicable.

- Figure 2 represents the symmetrical half of the forward or front portion of the support leg.

- Figure 3 shows the interrelation between the support leg, the vehicle support arm, the auxiliary support bar and the support foot, with the jack in the folded position.

- Figure 4 is a representation of the vehicle support arm.

- Figure 5 is an enlarged detail of the right front part of the part shown in Fig. 3.

- Figure 6 is a half of a plan view of the support leg.

According to Figures 7 and 8, the foot (3) is configured based on a body with a U-shaped cross section, with the gaps (6) in its opposing wings or sides (17) facing each other in order to allow the passage of the shaft that secures it to the end of the support leg (1). The base is outwardly occupied by several protrusions or projections (14) by way of teeth that grip the ground, while we must also point out the upward leg (12) made out of the material of the base itself and the reinforcing elevation (13). The leg (12) is located to the left of the vertical of the holes (6) towards the support leg, and is used for contact, at the appropriate moment, of the end of the support bar, while the gap (16) will receive the downward leg (10) on the support leg (1).

The auxiliary bar or support (23) is shown in Figure 9, with its two sections, the longer one straight and with its end (24) for fixing to a hole in the base of the vehicle support arm (2) in the area where it turns on the support leg (1), with both sections being separated by the elbow (25). The shorter section is initially straight and forms an obtuse angle with the longer section, while its end has an upward wave-like elevation (9) and is finished off in an upward elbow or bend (5).

The bar in question that makes up the auxiliary support can have a cross section of any kind and, as illustrated in this Figure 9, can be circular (23), rectangular (23') or reinforced (23"), for example and, in the same way, will be made of any kind of material, such as metal, plastic, etc.

In accordance with Figure 3 and 5, we can appreciate the relative positions of the support leg (1) and the vehicle support arm (2) when the jack is folded. The bar (23) is secured by means of its end (24) to the base of the vehicle support arm (2), and more specifically to its end at the side of its pivoting point (20) on the support leg (1), and runs through the base of the support leg (1) with a longer section, until it passes through the hole (8) in the tongue (7) in the base of the end of the support leg (1), and with the shorter section of the bar running in the space provided between the elevation (22) in the base of the support leg (1) and the bottom of the foot (3).

Precisely in this position with the jack folded, the area of the elbow (25)

in the bar (23) is situated in the gap (8') provided by the tongue (7) equipped with the hole (8), once it has passed through the latter, with the shorter section going between the elevation (22) in the base of the support leg (1) and the bottom of the foot, as shown.

In passing though this internal space (21), the upward elbow-shaped elevation (9) of the bar (23) becomes housed with the corresponding play in the gap (15) in the elevation (22) in the support leg (1) and its outlet passes through the holed leg (10), which in turn is received in the opening (16) in the bottom of the foot (3). The free upward elbow (5) of the bar (23) remains close to the upward leg (12) of the bottom of the foot.

The bar (23) therefore remains totally enclosed in the interior of the jack and suitably protected.

When the raising movement of the jack is initiated, the support leg (1) turns on the foot (3) and the vehicle support arm (2) also turns, raising its end on which the vehicle support plate (4) is fixed, in such a way that this turning action causes the movement and the pushing of the bar (23) towards the foot, with which the elbow-shaped end (5) makes contact and acts against the upwards leg (12) on the foot (3), causing the latter to maintain its position stable on the ground at all times.

Figure 4 shows the vehicle support arm (2) with two holes (20) in order to fit the pivoting shaft into the support leg (1) and the position (26) in its base in which the end (24) of the bar (23) is fixed, for example to a hole cut in the said base (28). The opposite end (27) of the vehicle support arm (2) is shown with holes (11) for the arrangement of the vehicle support plate (4).

CLAIMS

1. - A vehicle jack, with a support leg (1) equipped with a foot (3) that turns on the lower end of this support leg and with a vehicle support arm (2) that turns or pivots in turn on the support leg (1), in which both the support leg and the vehicle support arm are connected by means of a threaded screw spindle (18) operated by a winding handle (19) that causes the pivoting of the support leg (1) on the foot (3) and also the pivoting of the vehicle support arm (2), in such a way that the vehicle support plate (4), which is attached to the free end of the vehicle support arm, rises with the bodywork of the vehicle, while also having an auxiliary support (23) that acts against the foot (3) during the raising of the jack, both when unloaded and when loaded, and which is characterised by:

- an auxiliary support consisting of an L-shaped bar (23) with an obtuse angle, with a longer straight section whose end (24) is secured to the end (26) of the base (28) of the vehicle support arm (2) close to its pivoting shaft (20) and runs through the interior of the support leg (1) to the lower end of the said leg, in which the shorter section of the bar (23) has an upward elbow-shaped elevation (5) at its free end and runs between the base at the end of the support leg (1) and the foot (3), making contact with the said foot during the raising of the jack,

- a support leg (1) with a quasi-triangular lower end on which a foot (3) is fitted, with a base on which we can point out, at its start, a tongue (7) with a hole (8) in it, through which a bar (23) passes in the proximity of the change of direction of its longer straight section,

- a leg (12) protruding from the bottom of the foot (3) that is directed towards the hollow gap (21) between the base of the lower end of the support leg (1) and the said bottom or base, where it makes contact with the elbow-shaped end (5) of the shorter section of the bar (23), with this leg being located in a vertical position between the pivoting shaft (6) of the foot and the tongue (7).

2. - A vehicle jack, in accordance with claim 1, characterised in that the base at the end of the support leg (1) has a central elevation (22) that starts after

the provision of the tongue (7) that the longer straight section of the bar (23) passes through at the lower gap or cavity (8') provided by the said tongue, with a hollow or gap (15) being provided in the said elevation in which a wave-like portion (9) of the bar moves, close to its elbow-shaped end, and with a holed leg (10) protruding downwards from this hollow or gap (15) and being housed in a gap (16) cut in the bottom or base of the foot.

3. - A vehicle jack, in accordance with claim 1, characterised in that the bar (23) has a circular cross section.

4. - A vehicle jack, in accordance with claim 1, characterised in that the bar (23) has a rectangular cross section.

5. - A vehicle jack, in accordance with claim 1, characterised in that the bar (23) is metallic.

6. - A vehicle jack, in accordance with claim 1, characterised in that the bar (23) is made of synthetic material.

"VEHICLE JACK"

A vehicle jack of the type known as "Y" jacks, with a vehicle support arm (2) and a support leg (1) on which the vehicle support arm pivots. The free end of the vehicle support arm (2) includes a vehicle support plate that receives an edge of the bodywork of the vehicle, and the support leg has a swivel mounted support foot that rotates on an axis essentially parallel to the movement axis of the vehicle support arm. A bar (23) is fixed to the beginning of the vehicle support arm (2) and passes through the interior of the support leg (1) until it enters between the base of the end of the said support leg (1) and the bottom of the foot (3), making contact with this foot.

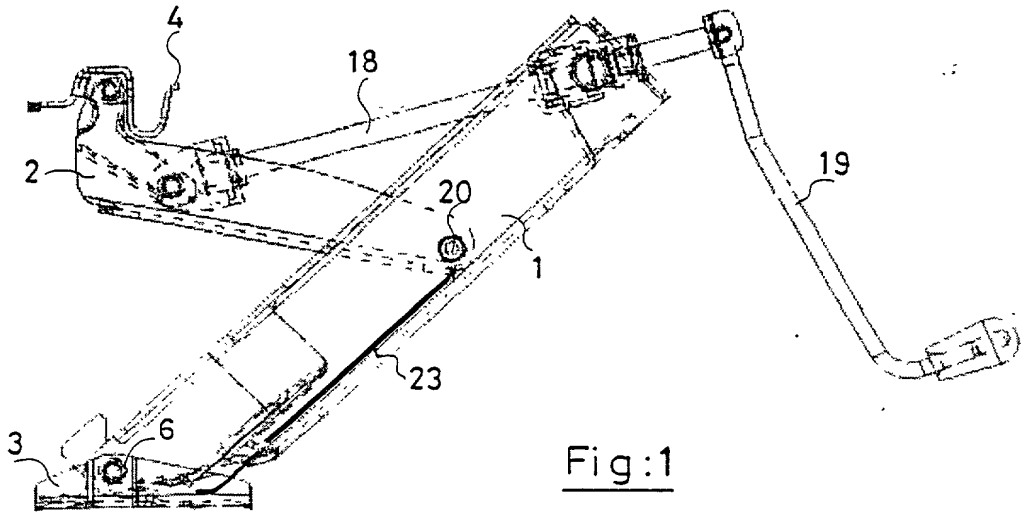


Fig:1

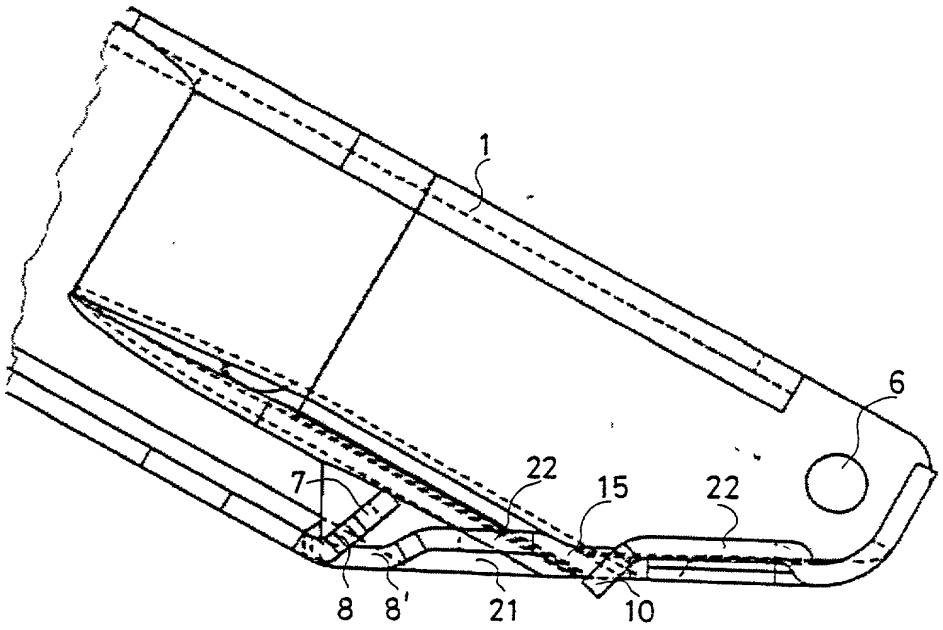


Fig:2

Fig:3

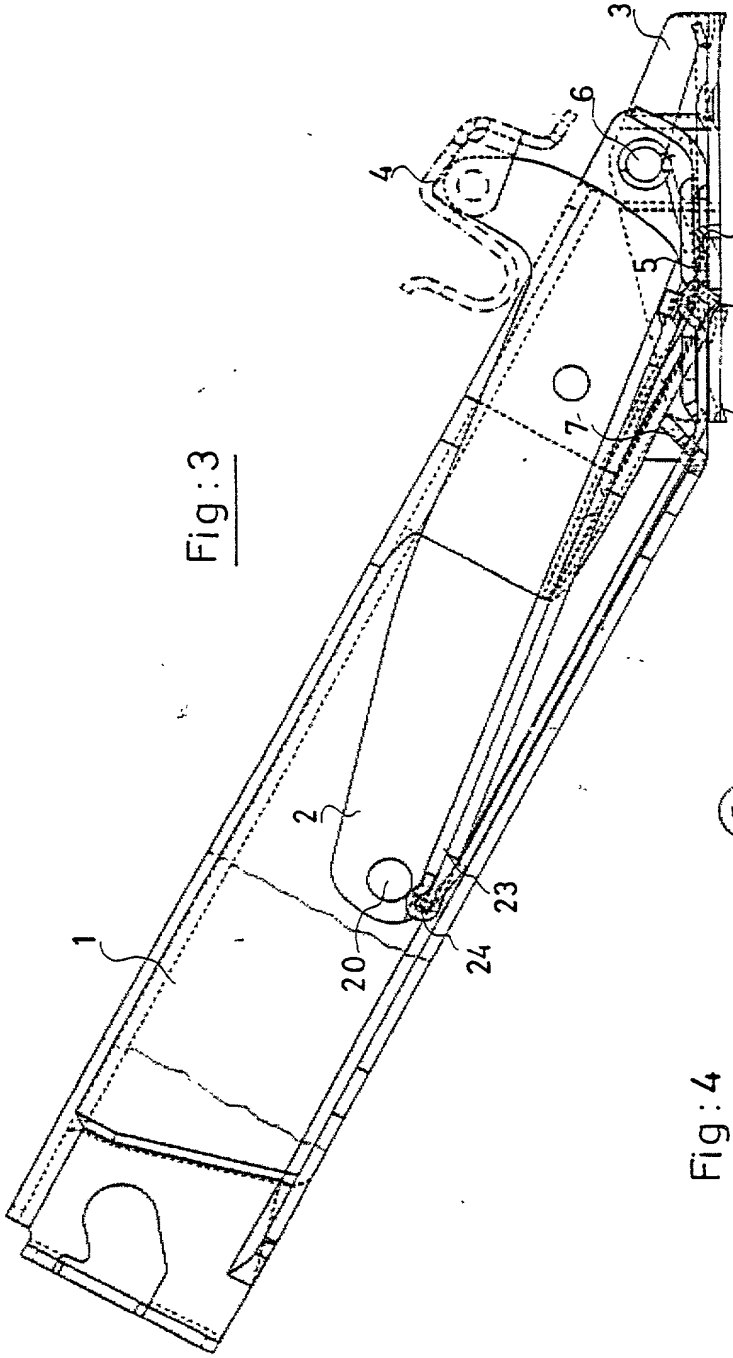


Fig:4

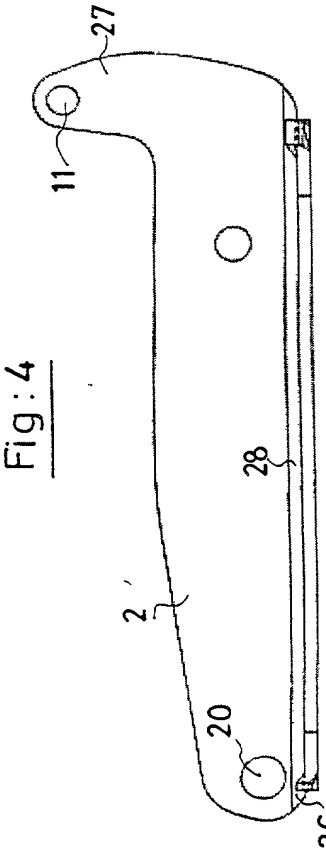


Fig:5

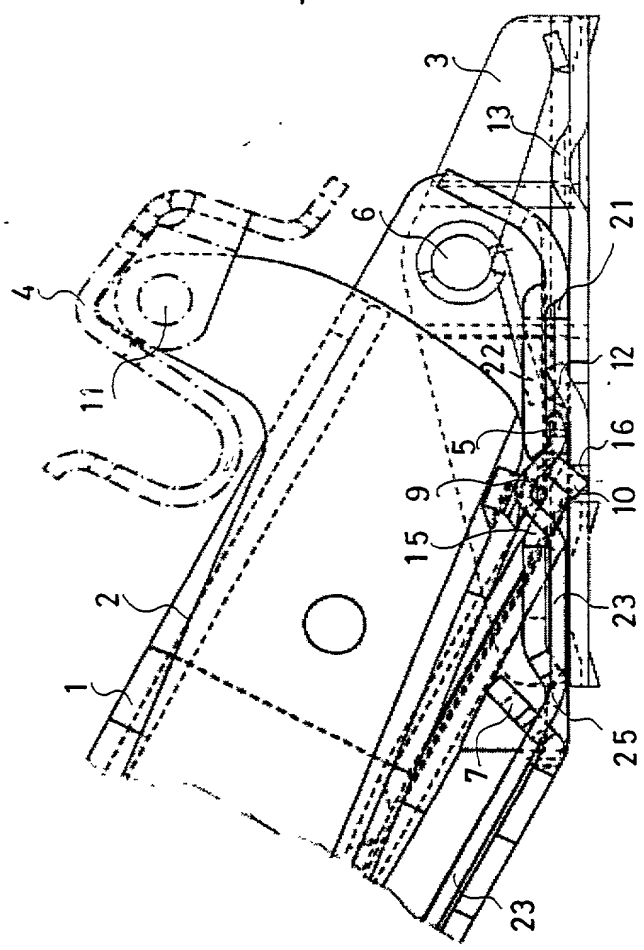
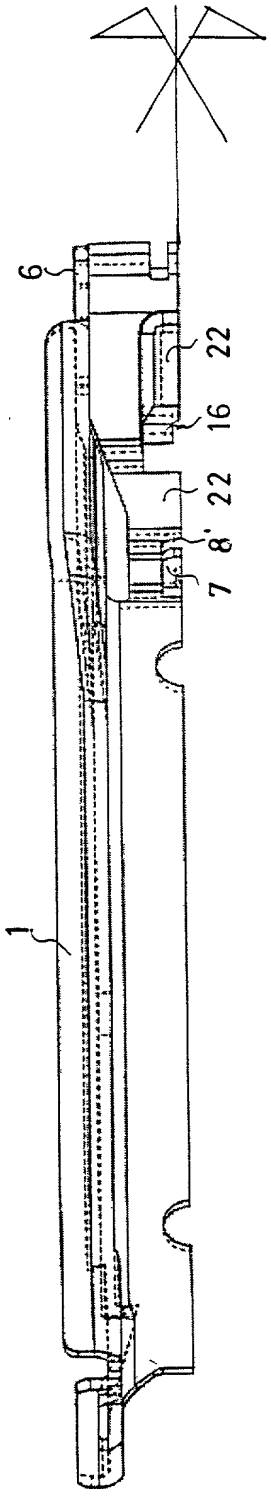


Fig:6



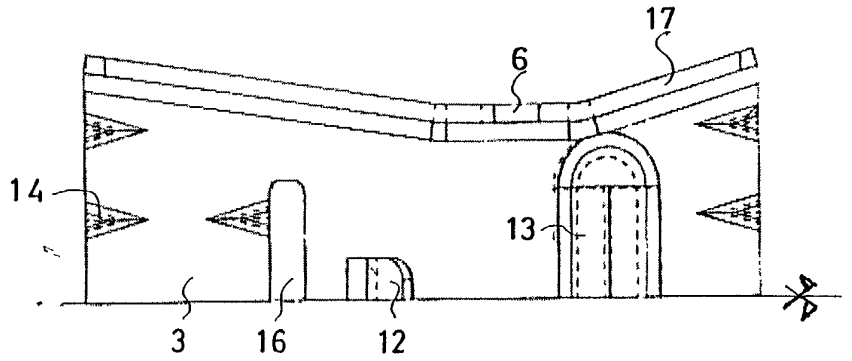
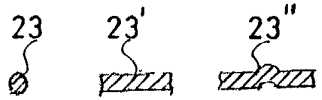


Fig:7



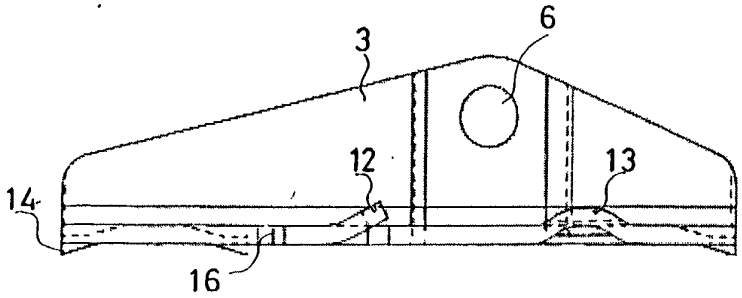


Fig:8

Fig:9

Combined Declaration for Patent Application and Power of Attorney

As a below-named inventor, I hereby declare that:

My residence, post office address and citizenship are as stated below next to my name; and that I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled

AUTOMOBILE LIFTING JACK

the specification of which (check one)

[ ] is attached hereto;
[ ] was filed in the United States under 35 U.S.C. §111 on _____, as U.S. Appln. No. _____*; or
[X] was/will be filed in the U.S. under 35 U.S.C. §371 by entry into the U.S. national stage of an international (PCT) application, PCT/ES00/00152; filed April 26, 2000, entry requested on January 17, 2000*; national stage application received U.S. Appln. No. _____*; §371/§102(e) date _____* (* if known)

and was amended on _____ (if applicable).
(include dates of amendments under PCT Art. 19 and 34 if PCT)

I have reviewed and understand the contents of the above-identified specification, including the claims, as amended by any amendment referred to above; and I acknowledge the duty to disclose to the Patent and Trademark Office (PTO) all information known by me to be material to patentability as defined in 37 C.F.R. §1.56.

I hereby claim foreign priority benefits under 35 U.S.C. §§ 119 (a)-(d) and 365 (b) of any prior foreign application(s) for patent or inventor's certificate, or §365(a) of any prior PCT application(s) designating a country other than the U.S., listed below with the "Yes" box checked, and have also identified below, by checking the "No" box, any foreign application for patent or inventor's certificate or PCT international application having a filing date before that of the application on which priority is claimed:

P 9901043 (Number)	Spain (Country)	17 may 1999 (Day Month Year Filed)	[X] YES	[ ] NO
_____ (Number)	_____ (Country)	_____ (Day Month Year Filed)	[ ] YES	[ ] NO

I hereby claim the benefit under 35 U.S.C. §119(e) of any United States provisional applications listed below:

_____ (Application No.)	_____ (Day Month Year Filed)
_____ (Application No.)	_____ (Day Month Year Filed)

I hereby claim the benefit under 35 U.S.C. §120 of any prior U.S. non-provisional application(s) or under §365(c) of any prior PCT international application(s) designating the U.S., listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in such U.S. or PCT international application in the manner provided by the first paragraph of 35 U.S.C. §112, I acknowledge the duty to disclose to the PTO all information which is material to patentability as defined in 37 C.F.R. §1.56 which became available between the filing date of the prior application and the national or PCT international filing date of this application:

_____ (Application No.)	_____ (Day Month Year Filed)	_____ (Status: patented, pending, abandoned)
_____ (Application No.)	_____ (Day Month Year Filed)	_____ (Status: patented, pending, abandoned)

As a named inventor, I hereby appoint the following registered practitioners to prosecute this application and to transact all business in the Patent and Trademark Office connected therewith:

All of the practitioners associated with Customer Number 001444

Direct all correspondence to the address associated with **Customer Number 001444**, which is presently

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The undersigned hereby authorizes the U.S. Attorneys or Agents appointed herein to accept and follow instructions from OCHANDIANO & MOLINA as to any action to be taken in the U.S. Patent and Trademark Office regarding this application without direct communication between the U.S. Attorneys or Agents and the undersigned. In the event of a change of the persons from whom instructions may be taken, the U.S. Attorneys or Agents appointed herein will be so notified by the undersigned.

Atty. Docket: ALVAREZ=1

Title: AUTOMOBILE LIFTING JACK

U.S. Application filed _____, Serial No. _____

PCT Application filed _____, Serial No. _____

I hereby further declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. §1001 and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

FULL NAME OF FIRST INVENTOR	INVENTOR'S SIGNATURE	DATE
Rafael ALVAREZ ORONOZ	R. Alvarez	01/03/01
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FULL NAME OF SECOND JOINT INVENTOR	INVENTOR'S SIGNATURE	DATE
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FULL NAME OF THIRD JOINT INVENTOR	INVENTOR'S SIGNATURE	DATE
RESIDENCE		CITIZENSHIP
POST OFFICE ADDRESS		

FULL NAME OF FOURTH JOINT INVENTOR	INVENTOR'S SIGNATURE	DATE
RESIDENCE		CITIZENSHIP
POST OFFICE ADDRESS		

FULL NAME OF FIFTH JOINT INVENTOR	INVENTOR'S SIGNATURE	DATE
RESIDENCE		CITIZENSHIP
POST OFFICE ADDRESS		

FULL NAME OF SIXTH JOINT INVENTOR	INVENTOR'S SIGNATURE	DATE
RESIDENCE		CITIZENSHIP
POST OFFICE ADDRESS		

FULL NAME OF SEVENTH JOINT INVENTOR	INVENTOR'S SIGNATURE	DATE
RESIDENCE		CITIZENSHIP
POST OFFICE ADDRESS		

ALL INVENTORS MUST REVIEW APPLICATION AND DECLARATION BEFORE SIGNING ALL ALTERATIONS MUST BE INITIALED AND DATED BY ALL INVENTORS PRIOR TO EXECUTION
NO ALTERATIONS CAN BE MADE AFTER THE DECLARATION IS SIGNED ALL PAGES OF DECLARATION MUST BE SEEN BY ALL INVENTORS